

JOB STAMP

04-0120M4 (04-00000022)
04-SF-80-1.6/2.7
San Francisco Oakland Bay Bridge
Oakland Touchdown - Phase 2

REPORT NO.	80	to		DATE	August 23, 2012	MTW Th F S S
SHIFT HOUR	START	07:00	STOP	15:00	TEMPERATURE	
WEATHER	Foggy - Clear					

1. CCO Meeting – FWI / Caltrans –
 - a. CCO 07 – need corrections from PB
 - b. CCO 17 – need direction from Design on the change
 - c. CCO 22 – Quantities need from Design
 - d. CCO 24S1 – A supplemental may be needed due to costs.
 - e. CCO 28 – need drawings
2. ISD Meeting – Mohammad, Todd, Ashley, Al, Jason Z, David, Nick – Discussion focused on the AAN drawings informally dispersed yesterday afternoon.
 - a. PT-013 – sequence to match sheet PT-002
 - b. PT-014 – comments are OK by SDI
 - c. PT-015 – SDI has no problems with the comments if Cadre concurs – No issue
 - d. PT-018 – Abutment 23 tendons shifted laterally to clear the blockout. This also the case at Hinge FE to shift the C.G. to the Centerline of the girder. SDI recommends against these deviations of the tendons at the anchors. Comment will be removed from Hinge FE.
 - e. PT-014 – duct stirrups need adjustment at the anchor plates. Girder A duct going from 650 to 530 will need some profiling between the 2 points. SDI doesn't want a radius in 2 planes due to the difficulty in field placement. Al thinks that 1 rotated radius can be achieved. This will change the slope of the anchor. Al can generate values for SDI to review.
 - f. Todd can re-do the markups by tomorrow. SDI will incorporate the markups into a final drawing set and send to all parties.
 - g. ISD timeline – Al has already started Hinge FE and be complete by next week with placement drawings the following week.
 - h. It was reminded to all that grillage reinforcing steel needs to be placed behind the transverse anchors.
 - i. Discussion continues through the day on various other aspects of the contract plans and the shop drawings. Formal approval letter for the shop drawings returned by AECOM are on hold until all issues have been resolved.
3. F/W Review – Working on lost deck review. Cantilevered stringer and posts appear to be overstressed. Hubert has determined that FWI's calculations did not account for all deck slab thicknesses which may account for the overstress.
4. Request from the Environmental group to provide cross section drawings showing the slope of the rip rap and the water line. Taz from the Culver Group generated these drawings.
5. Structure backfill – Continuing internal discussions on the use of recycled aggregate as fill material. Trevor, FWI, reminded all that the fill material surrounding the exterior of the abutment need only meet the 90% requirement due to its position relative to the roadway. They can use clean fill material and not structure backfill material meeting the higher gradation requirements. FWI will need to meet the 95% compaction requirements when they proceed to the precast wall panels. Chris Bledsoe has cleared the material from High Street from the environmental perspective. This material will be imported for fill.
6. A lead awareness class has been scheduled for Monday.

SIGNATURE

Gary Lai, Original Signed

TITLE

Structures Representative